

resignation written to him by General Lee on November 21, 1901. General Lee's letter reads as follows:

"I felt at the time when Colonel Everest and yourself—by your votes—made me your chairman that it was an act of delicate courtesy extended to me by former antagonists. But, now, dear friend: From the very inception of the park movement, you have been the most active and industrious person connected with the enterprise. You have done more work and put more thought on the great enterprise than any other member or person connected with the park. From this fact I have never failed to agree with you in almost every suggestion or act connected with your management, and I really feel from our association and work you are now the most competent member to be the permanent chairman of the commission. I therefore tender to you my resignation as chairman of the commission and request that you assume all the duties of the office as permanent chairman."

REMARKS OF WILLIAM O. NICHOLS ON LT. GEN. STEPHEN D. LEE

Welcome. I am Park Supt Bill Nichols. We are gathered here this day to pay homage to two gentlemen who played a prominent role in making Vicksburg National Military Park the beautiful and significant site that it is today. In this park's 100 year history, there have been only twelve persons who served as its superintendent. These two gentlemen we honor today were this park's first superintendents (although they didn't have that title, that is in fact what they were). I personally have a feeling of great empathy for these two men: for the responsibilities they bore, for the actions they took, the examples they set for the 10 superintendents who followed them For what they did during the critical formative years to mold this park into the great memorial it is today.

We are here at the monument to General Stephen D. Lee. Stephen Dill Lee was a graduate of the United States Military Academy at West Point who served his nation faithfully until the outbreak of the Civil War. With the secession of his native South served the confederacy with his customary skill, rising to become the youngest lieutenant general in the Confederate Service. Following the war, he worked tirelessly to unite the people of the Nation, to rebuild the South, and to care for Confederate veterans. His was a life of service to others, but perhaps his most lasting contribution was the establishment and development of this park.

The support of Confederate veterans was essential to secure passage of legislation to establish a park at Vicksburg. After all, the loss of Vicksburg was a stunning defeat to the Confederacy. Supporters of the park idea found the ally they needed in the person of General Lee who was highly respected throughout the State and the Nation. In October of 1895 when Union and Confederate veterans banded together to form the Vicksburg National Military Park Association, it was Stephen D. Lee who was the unanimous selection to be its president. He was the instrumental person in this movement which was culminated on February 21st, 1899, when the legislation was signed into law by President William McKinley establishing the park. General Lee was appointed to be the Confederate representative on the three-man commission established to run the park.

And Lee was immediately elected as chairman, thus becoming the park's first superintendent. Although General Lee remained in Columbus, he supported the Resident

Commissioner William Rigby and thus his influence remains every where to see.

In November 1901, the pressures of time became too much for him and he resigned his chairmanship—but he continued on the park commission until his death in 1908. His last act of life was to attend a reunion of union veterans, the very troops who penetrated Lee's lines here at Vicksburg at the Railroad Redoubt. In the Spirit of national unity he praised his former enemies for their bravery and their devotion to duty . . . four days later he died here in Vicksburg and was laid in state in the park office where men in Blue and Gray again gathered to mourn the loss of a great American.

We have with us today descendants of General Lee—whom I would like to recognize. They are: great-grandson Hamilton Lee. He has with him his daughter, Avery. Next, another great grandson, Terry Batchelder and his wife Ginny. Next, there is a great-great-grandson Stephen Lee. And last but certainly not least, great-great-great-grandson David Langstaff, who is accompanied by his three children, Meridith, Chris and Todd.

We are delighted that these members of the Stephen D. Lee family are with us today to participate in this ceremony to remember their ancestor who made such a significant contribution to the development of this national park.●

TOBACCO SETTLEMENT FUNDS

● Mr. LEVIN. Mr. President, today I rise to speak to S. 346, legislation introduced by Senators BOB GRAHAM (D-Florida) and KAY BAILEY HUTCHINSON (R-Texas), which provides that the federal money obtained by the states in the tobacco settlements remains in the hands of the states.

Let me briefly review the history of why we are here today discussing tobacco recoupment. On November 23, 1998, 46 states, including my own state of Michigan, reached a \$206 billion settlement with the major tobacco manufacturers. Michigan's share of the settlement is approximately \$8.2 billion (\$300 million per year over 25 years). States that entered into the settlement have begun to plan for the allocation of funds received under those agreements.

This settlement was the result of a great undertaking by the states. Over the last decade, state governments initiated lawsuits against the tobacco industry, asserting a variety of claims, including the violation of consumer fraud and other state consumer protection laws. Several state lawsuits did not include any claims for reimbursement of tobacco related health costs paid under the Medicaid program. Some states, such as Michigan, included Medicaid recovery as a part of its claim.

The Department of HHS claims a portion of the settlement represented by reimbursement of Medicaid costs it funded. However, because there were multiple bases for the state claims against the tobacco companies and because it would be difficult to accurately assess which portion of the states' settlement funds represents

Medicaid reimbursement. I will support an amendment to this bill which will keep in the states any so called "federal share" funds if spent by the states on a variety of health and education related activities.

It is with the preceding in mind that I have joined on as a co-sponsor of S. 346. I urge the passage of S. 346, with an amendment along the lines described. This will hopefully expedite the process of these funds being used in a responsible and healthy manner.●

TRIBUTE TO WILBUR MACDONALD NORRIS, JR.

● Mr. McCONNELL. Mr. President, I rise today to recognize the accomplishments of a dynamic Kentucky judge-executive and dedicated teacher, Wilbur MacDonald Norris, Jr.

Wilbur "Buzz" Norris served the State of Kentucky for 39 years, first as a teacher of government and politics for 30 years at Daviess County High School, and then for 9 years as Daviess County's judge-executive, the county's highest ranking elected official. Buzz also served his country with service in the United States Army for two years.

Buzz is truly a product of Kentucky. He completed his undergraduate degree at Kentucky Wesleyan College, and received a master's degree from Western Kentucky University. Buzz's deep-rooted background in Kentucky certainly served him well in his years of commendable service to our great state.

Buzz's career in Daviess County politics was marked by his willingness to fight for what was best for the county. He was heralded for his ability to work with county officials of both parties, and was effective numerous times in bringing the sometimes opposing sides together in a compromise that pleased almost everyone and was always of benefit to Daviess County.

Buzz was praised for bringing hundreds of jobs to the county with the creation of MidAmerica Airpark and bringing Scott Paper, now Kimberly-Clark, to Daviess County. It is widely speculated that, without these two companies' presence in Daviess County and Buzz's essential role in bringing them to the Owensboro, the county's economy would never have reached its current level of growth.

The legacy Buzz has left in Kentucky county politics also includes his efforts to build and maintain a much-needed landfill in Daviess County. The completion of the landfill will save the county countless dollars in fees in the future, and leaves yet another lasting impact from Buzz's priceless leadership.

Aside from Buzz's successful career holding county office, some of his proudest accomplishments come from his 30 admirable years as a teacher. Buzz taught high school politics and government classes at Daviess County High School and served the county by

teaching a "Problems in Government" class for the Daviess community. Students in the class followed Buzz' example and plunged into the politics of local concerns, impacting decisions about topics such as highways and downtown revitalization.

Buzz Norris left his mark on Daviess County, and I have no doubt he will continue to contribute his time, effort and energy to the community for many years to come. I thank Buzz for his service to Kentucky, and I am confident my colleagues join me in my commendation of his work.●

AIRLINE PASSENGER FAIRNESS ACT OF 1999

● Mr. FEINGOLD. Mr. President, I rise today to voice my strong support for the Airline Passenger Fairness Act. I commend Senators WYDEN and MCCAIN for bringing this crucial consumer issue before the Senate in a bipartisan manner. I am proud to be a co-sponsor of this bill.

Mr. President, I'm sure that each and every one of us in this body has experienced his or her fair share of frustration with air travel. Whether it's late flights, bad meals, long lines, or lost luggage, we've all gotten the short end of the stick at one point or another.

When it comes to air travel, we are all consumers. And this bill assures the protection of consumer interests. The Airline Passenger Fairness Act would ensure that passengers have the information that they need to make informed choices in their air travel plans. Given the recent spate of airlines' customer relations debacles, I hope this bill will also encourage some of them to treat their customers with more respect.

Mr. President, financial statements and the stock market don't lie. Most airlines have been experiencing years of exploding growth and record profits. Unfortunately, some employees and consumers have not shared in the boom. While this bill doesn't address all consumer concerns, it does move us forward in a constructive manner.

Mr. President, it's probably about time air travelers' interests received our attention. According to the Department of Transportation, consumer complaints about air travel shot up by more than 25 percent last year. Those complaints run the gamut from ephemeral ticket pricing; being sold a ticket on already oversold flights; lost luggage; and flight delays, changes, and cancellations. This bill addresses these issues and more.

Perhaps of more importance, this bill does so without forcing airlines to compile information that they don't already keep. The bill simply allows air travelers the right to that basic information and the ability to make informed decisions.

Mr. President, I am fortunate to represent and be a customer of the na-

tion's premier airline when it comes to customer satisfaction. For years, Midwest Express Airlines has enjoyed some of the highest airline customer satisfaction ratings in the country. For those of my colleagues who haven't had the pleasure to ride on Midwest Express, I, and I'm sure I speak for the senior Senator from Wisconsin, encourage you to do so.

Mr. President, Midwest Express maintains those superlative ratings because it already incorporates some of the provisions spelled out in this bill. Midwest Express already tries to notify its travelers if it anticipates a flight delay, flight change, or flight cancellation. The airline already attempts to make information on oversold flights available to its customers. Midwest Express already makes efforts to allow its customers access to frequent flyer program information.

These are some of the reasons the airline has been awarded the Consumer Reports Travel Letter Best Airline Award every year from 1992 to 1998; Zagat Airline Survey's #1 Domestic Airline award in 1994 and 1996; Travel & Leisure's World's Best Awards for Best Domestic Airline in 1997 and 1998; and Conde Nast Traveler's Business Travel Awards for Best U.S. Airline in 1998, among many awards.

Mr. President, other airlines should see this bill as a challenge to meet the lofty standards set by airlines like Midwest Express.

Mr. President, air travel is on the rise, but so are air travel complaints. This bill responds to the complaints by giving our constituents access to the information they need to make wise choices in air travel. Airlines truly concerned about their customers should already be making these efforts. As I noted, one Wisconsin-based airline is already making the effort. I urge my colleagues to join in this effort.●

EXXON VALDEZ OILSPILL

● Mr. GORTON. Mr. President, this month is the 10th anniversary of the infamous Exxon Valdez oilspill. On March 24, 1989, one of Exxon's largest tankers, under the command of a captain who had been drinking and had abandoned the bridge, struck Bligh Reef and spilled 11 million gallons of North Slope crude oil into the pristine waters of Prince William Sound.

The Exxon Valdez oilspill remains the largest man-made environmental disaster in American history. The oil spread almost 600 miles, harming wildlife, closing fisheries, and damaging the subsistence way of life of Alaska Natives living in the region. To its credit, Exxon spent as much as \$2-3 billion trying to rectify the effects of the spill, but much damage remains.

The spill brought home to all of us in the Pacific Northwest a deeper appreciation for the importance of pre-

venting oilspills. Clean water, a vibrant fishery, and abundant wildlife are all parts of our Northwest way of life, and they are all at risk to oilspills.

In Commerce Committee hearings shortly after the spill, I told the Exxon CEO that a Japanese CEO would have been expected to resign after such a calamity. I said this not to be unkind, but because of my strongly-held view that oilspills caused by a company's reckless conduct cannot be tolerated.

It is now 10 years later, and Exxon is ready to move on. It has announced its intention to merge with Mobil, creating the largest corporation in the world, with annual revenues of over \$180 billion.

The federal government is in the process of reviewing this proposed merger. I object to the merger of Exxon and Mobil unless Exxon first resolves some important unfinished business resulting from the 1989 spill. That unfinished business is the litigation brought by the tens of thousands of fishermen, small business owners, and Alaska Natives who were harmed by the spill.

About 6,500 of these people live in Washington State. They, too, would like to move on with their lives, but they can't. They have been waiting ten years since the spill, and almost five years since a federal jury determined that Exxon should pay them over \$5 billion.

They will be waiting a lot longer if Exxon has its way. Every year of delay is worth about \$400 million to Exxon, the difference between the 6 percent interest rate on the \$5 billion judgment and Exxon's own rate of return of about 14 percent on the same \$5 billion. If this case drags on long enough, Exxon will be able to pay most of the jury verdict out of money that it made solely because of the delay in paying the judgment.

Exxon has appealed the jury verdict, raising a number of issues. This is to be expected in a case involving this much money. But while this case crawls through our court system, the victims are left waiting for closure to a horrible event that changed their lives forever, and they are waiting for a sense that justice has been done. We need to find a way to meet these perfectly understandable human needs. Exxon has the power and resources to make that happen.

We need to send the strongest possible message to Exxon and other oil companies: you use our waterways to transport your product, and you know the consequences if your product spills, so it is your duty to take every precaution. If you act recklessly, you will pay dearly.

That message is fading after 10 years, and will be largely lost after a merger of these proportions. Now, before the merger, we have an opportunity to make an indelible impression on what would be the largest corporation on